

CHARLES S. PARNELL.

THE BRAINY LEADER OF THE HOSTS OF HOME RULE.

Something of His Home Life and His Career as a Politician—The Inquiry Into The London Times Letters That Is Going On in London.

The long expected hearing of the Parnell commission was begun, and as far as can be judged at this distance, London is in a state of temporary insanity. If Americans were not familiar with these local manias, caused by war excitement or political campaigns, they would stand amazed at the fury which seems to possess the British metropolis. During all the long contest between the Stuart kings and their opponents London was the stronghold of liberalism, the very citadel of the Whigs. It is now the headquarters of Toryism.

A sad feature is added to the case by the fact that Mr. Parnell is really a dying man. Not that death is to be expected soon; but he is tortured by a cruel internal malady which was at first thought to be an obscure form of lung disease, but is now pronounced cancer of the stomach, the cough being only symptomatic. There is a hereditary trouble in the family of which the record is saddening but interesting. Like Grattan, Curran, Mitchell and many other Irish patriots, Mr. Parnell is really of English blood. He is an "Irishman" only in the sense that Dean Swift was in the sense that Tertullian and the Helles of Cyrene and Apollonia were "Africans."

Something over 300 years ago the Parnells went from Congleton, in Cheshire, to Ireland, and several of them became eminent. Thomas Parnell took high rank as a poet; one of his sons became a judge and married into a noble family; but it was not till the latter part of the eighteenth century that any Parnell gained a title. John, who represented Bangor in the Irish parliament, was made a baron, which was not particularly creditable to a man in those days; but Sir John Parnell remained steadfast in the Irish cause in those stormy times.

The struggle, as all students of Irish history know, resulted in the "Union"—that is, Lord Cornwallis, who was sent to govern Ireland after his disastrous failure in America, succeeded in destroying the Irish parliament, the act from which Irish politics took their color from 1800 to 1845.

The second Sir John Parnell was also a patriot, and it was upon his motion in the house of commons that the Pitt ministry was thrown out, on the accession of William IV. In 1841 he became a member of the house of lords as Baron Congleton, and soon after became violently insane and committed suicide. His uncle, an Episcopal minister, also died insane. The brother of the second Sir John Parnell was grandfather of the present noted leader, and was of a melancholy temperament. In his son the same peculiarity terminated in consumption. His wife, mother of Charles Stewart Parnell, is an American woman, and seems to have acquired the family tendency to melancholy. On this, the western continent, consumption, and gastric troubles are unhappily too common for any reader to need an explanation of their close connection with prolonged and hopeless melancholy.

So much has Mr. Parnell occupied public attention in the last dozen years that it is a surprise to learn that he is but 43 years old, and that during the stirring American era of 1860-65 he was winning renown at Cambridge as a pugilist rather than as a scholar. Probably because he knew his hereditary tendency he early became a devotee of active sports, and few in the college excelled him. On one occasion a party of students were out "on a lark," and a burly "college brawler" attempted to capture them. The others fled, but Parnell "put up his dukes," and there was a very pretty contest between brute strength and boxing skill, in which the "brawler" was badly worsted. Like a true Briton, he acquired a high respect for his young antagonist; the case was not hardly pressed, and the college authorities imposed a heavy fine in place of expulsion.

Parnell's ancestral home, Avondale, is in the loveliest dale of County Wicklow, under the shadow of the far famed Wicklow mountains. All around are the heights where the Irish insurgents of 1798 took their stand and for a time baffled the British troops. There the brave Miles Byrne and his little band kept the red coats at bay after all the rest of Ireland was crushed; and in his youthful life among these scenes and study of their history Mr. Parnell absorbed his intense enthusiasm for Irish liberty. The Parnell mansion is plain and modest, but surrounded by some of the most romantic scenes in Ireland; and but a few rods from the door flows the clear and rippling Avon.

The main hall of the mansion is a museum of Irish antiquities and mementoes, old flags, pikes, spears and other curiosities. Among these and in many other places in the house are some of the many illuminated addresses presented to the owner in Ireland and America. It is a trifle odd, too, that he should be an "Irish landlord," but he has a good estate, well stocked with blooded cattle, and employs about 250 men in his quarries and other works. His personal works are conducted with business energy and precision, and with his tenants he puts in practice his most extreme land reform doctrines. While at Avondale and not engaged in superintending his works he lives in almost complete retirement. For general society he has little taste, but has a few personal friends to whom he is warmly attached, and toward whom he acts in the spirit of the motto inscribed on the large flag in his hall, a memento of the "volunteer days" of a century ago: "Velox et acer et fidelis amicus," meaning, "Swift and sharp and faithful to friends."

Gum Chewing and Eyesight.

A Pittsburgh optician makes the statement that gum chewing has a harmful effect on the eyes, and when carried to excess is apt to cause blindness. The constant moving of the jaws affects the nerves that lead from the spine to the optic nerves, and strains the latter until they give out. —Chesapeake Herald.



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Tickets can be obtained at A. W. Garber's, 100 Main street; Chesapeake and Ohio and Richmond and Petersburg depots, and at company's offices, 1301 Main street, and wharf, Rocketts.
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Freight received daily for Norfolk, Portsmouth, Smithfield, Hampton, Old Point, Waverly, and Hinkley, Va.; Washington, D. C.; Newberrie, Washington, and Tidewater, N. C.; all stations on Atlantic and Danville railroad; seaboard and Roanoke railroad; Norfolk southern railroad; and Eastern North Carolina generally; also, for Eastern Shore of Virginia, and all regular landings on the James river at LOWEST RATES, and through bills of lading issued.

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" Salisbury..... 12 21 a.m. 11 15 a.m.
" Charlotte..... 1 15 a.m. 12 40 p.m.
" Augusta..... 10 30 a.m. 9 15 p.m.
" Atlanta..... 1 20 p.m. 10 40 p.m.
" New Orleans..... 7 10 a.m. 7 30 p.m.
" Birmingham..... 9 30 p.m. 9 00 a.m.
" Vicksburg..... 10 30 a.m.
" Shreveport..... 1 15 p.m.

CONNECTIONS.

Train No. 50 connects daily except Sunday at Keyville for Chase City, Clarksville, and other points at Greensboro for Durham, Raleigh, Salem, and Winston, and all points on North Carolina Division; at Salisbury for Asheville, Hot Springs, and all points in Western North Carolina; at Charlotte for C. & A. R. R.
Train No. 52 connects daily at Greensboro for Salem, Winston, Raleigh, Goldsboro, and Morehead City; at Salisbury for Asheville, Hot Springs, and all points in Western North Carolina; at Charlotte for Charlotte, Columbia, and Augusta railroad for Columbia, Augusta, Aiken, Charleston, Savannah, Thomasville, Ga., Jacksonville and other Florida points; also with Carolina Central railroad for Wilmington.
Trains from the South arrive at Richmond 3:00 a.m. and 9:30 p.m.

*Clover Accommodation.

Leave Richmond..... 7 30 a.m.
Arrive Manchester..... 7 55 p.m.

*AMELIA COURTHOUSE TRAIN.

Leave Richmond..... 6 00 p.m.
Arrive Richmond..... 8 40 a.m.

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The steamers of this line are models of beauty, elegance, and comfort.

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Fare Richmond to Baltimore First-class, 25c; second-class, 15c.

The York River Line affords superior advantages to business men in enabling them to leave Richmond near the close of the day's transactions, and arrive at Baltimore early next morning, after having enjoyed a delightful night's rest, free from the dust and noise of railway travel.

WEST POINT ACCOMMODATION.

Leave Richmond (3rd St. depot), 7 00 a.m.
Arrive Richmond, " " 7 45 p.m.

*Daily. *Daily except Sunday.

Depot and ticket-office, E. of Virginia street; up town office, corner Tenth and Main streets.

PEYTON RANDOLPH, JAS. L. TAYLOR
Gen'l. Mgr. Gen'l. Pass'r Agent
E. L. H. A. Traffic Manager, Richmond, Va.

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RAILROADS.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.—Schedule commencing MAY 6th, 1888.—Eastern standard time.

7:45 a.m. leaves Byrd-street station daily; stops only at Ashland Junction, Milford, and Fredericksburg. Sleeper to Washington. Leaves Washington for New York at 11:30 a.m.
11:07 a.m. leaves Byrd-street station daily, except Sunday. Leaves Washington for New York at 4:10 p.m. Parlor car to Washington.
2:30 p.m. leaves Byrd-street station daily. Sleeper to New York.
10:38 a.m. arrives at Byrd-street station daily. Sleeper from New York.
2:45 p.m. arrives at Byrd-street station daily; stops at Fredericksburg, Milford, and Junction. Sleeper from Washington.
10:45 p.m. arrives at Byrd-street station daily, except Sunday. Parlor car from Washington.

ASHLAND TRAINS.

DAILY EXCEPT SUNDAYS.

4:00 p.m. accommodation, leaves Byrd-street station; arrives at Ashland at 5 p.m.

6:04 p.m. leaves Elba; arrives at Ashland at 6:42 p.m.

8:17 a.m. accommodation, arrives at Byrd-street station; leaves Ashland at 7:45 a.m.

5:08 p.m. arrives at Elba; leaves Ashland at 5:12 p.m.

C. A. TAYLOR, General Ticket Agent.
E. T. D. MYERS, General Superintendent.

CHEESAPEAKE AND OHIO ROUTE

SCHEDULE IN EFFECT SEPT. 10th, 1888.

LEAVE RICHMOND:

8:45 a.m. For Newport News, Old Point Comfort and Norfolk, daily except Sunday. Pullman Palace cars Richmond to Old Point.

8:15 a.m. Sundays only. To Newport News, Old Point, and Norfolk.

11:55 a.m. Through and Local Mail to all points West, except Sunday.

3:21 p.m. For Newport News, Old Point and Norfolk, except Sunday.

4:03 p.m. Charlottesville accommodation, except Sunday.

6:20 p.m. For Louisville, Cincinnati, Chicago, St. Louis, Memphis, and New Orleans. Fast Express, with through Pullman Daily. Only route running Pullmans West from Richmond.

ARRIVE RICHMOND:

9:30 a.m. Charlottesville accommodation, except Sunday.

10:55 a.m. From Norfolk, Old Point, and Newport News, except Sunday.

3:10 p.m. From Local points and the west, daily except Sunday.

6:05 p.m. From Norfolk, Old Point and Newport News, daily. Pullman Palace sleeping car from Old Point to Cincinnati.

9:40 p.m. From Louisville and Cincinnati, Fast Express daily.

Depot: Seventeenth and Broad streets.

Ticket-office: 1000 Main street and depot.

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SCHEDULE IN EFFECT JULY 4, 1888.

Train No. 50. Train No. 52.

Leave Richmond..... 3 10 p.m. 2 30 a.m.
Arrive Danville..... 8 19 p.m. 7 30 a.m.
" Salisbury..... 12 21 a.m. 11 15 a.m.
" Charlotte..... 1 15 a.m. 12 40 p.m.
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" Atlanta..... 1 20 p.m. 10 40 p.m.
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RAILROADS.

ATLANTIC COAST LINE.

RICHMOND AND PETERSBURG RAILROAD TIME TABLE.

Commencing SUNDAY, Aug. 13, 1888, trains on this road will run as follows:

TRAINS SOUTHWARD.

No.	Leave Richmond.	Arrive Petersburg.	
31	8:30 a.m.	9:30 a.m.	Sunday accom.
33	*9:35 a.m.	10:30 a.m.	Accommodatic
35	*10:50 a.m.	11:40 a.m.	Through train.
37	*2:58 p.m.	3:37 p.m.	Fast Mail.
39	*6:00 p.m.	6:50 p.m.	Accommodation.
36	7:15 p.m.	8:20 p.m.	Sunday Accom.
15	*11:00 p.m.	11:54 p.m.	Accommodation